City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Scott Kubly, Director

Roosevelt Protected Bike Lane and Transit Improvements

Questions and Answers

Rev. February, 2015

SDOT is repaving Roosevelt Way NE between Fuhrman Ave NE and NE 65th Street and adding safety improvements this fall 2015 to spring 2016. Along with meeting Seattle's basic maintenance needs, we are adding a one-way protected bike lane (PBL) on the west side of Roosevelt Way NE, transit reliability improvements and pedestrian improvements. Below is a summary of questions we have heard about the corresponding protected bike lane and responses.

Q. What is the benefit of a PBL?

A. Protected bike lanes physically separate people riding bikes from people driving and are distinct from the sidewalk, adding predictability for all travelers. PBLs are especially attractive to people who might be willing to bike but are concerned about safety. Better bike lanes can't solve every problem, but they are one of many tools Seattle can deploy provide safer, more comfortable facilities to get from one place to another. PBLs can also to attract new businesses that employ talented workers and for people who prefer to live, work, study and play in the University District and Roosevelt neighborhoods.

Q. Where are you installing the PBL?

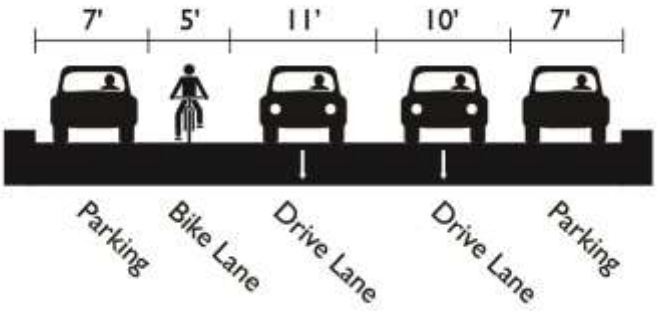
A. SDOT is installing the PBL along Roosevelt Way NE from University Bridge to NE 45th Street in January 2015 in response to high number of collisions involving bike riders and the bicycle rider volumes that are most notable on this stretch of Roosevelt. We are interested in extending it to NE 65th Street with the upcoming paving project.

The PBL would be located on the west side of NE Roosevelt Way and would replace the existing bike lane and on-street parking lane.

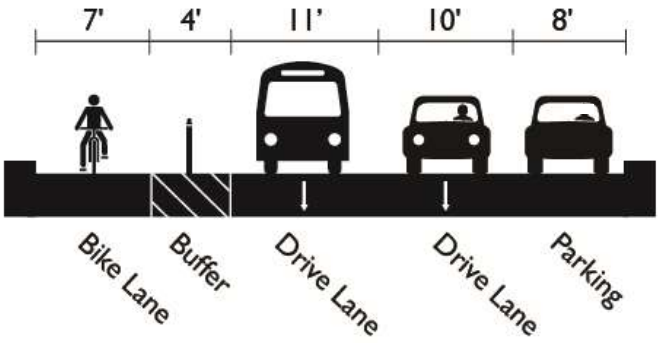
Seattle Municipal Tower
700 5th Avenue
Suite 3800
PO Box 34996
Seattle, Washington 98124-4996

Tel (206) 684-ROAD / (206) 684-5000
Fax: (206) 684-5180
Hearing Impaired use the Washington Relay Service (7-1-1)
www.seattle.gov/transportation

Existing Cross Section



Proposed Cross Section



**Buffer and parking lane width may vary near transit stops and intersections.*

Q. Why was Roosevelt Way NE chosen for protected bike lane implementation in 2015?

A. When the Seattle Bicycle Master Plan (BMP) was developed we conducted a mapping and online survey to learn where people currently bike and where they would like to bike. Roosevelt Way NE showed up three times through this process. It was identified in the top 10 streets people currently use for biking (Public Engagement Summary Report: Phase One, page 22): showed up in top 20 worst streets to bike on (page 36); and in top 25 streets people would like to, but currently do not bike on (page 36). We also heard support during our open houses.

Along with public input we consider key destinations; topography; existing street conditions and other transportation modal plans (Bicycle Master Plan, page 36). Roosevelt ranks 'high' due to its proximity to major transit stations (future light rail) and neighborhood businesses and 'medium' with the University Branch Library, Trinity Market, Whole Foods and U District Food Bank located along the corridor. The project supports other modal plans, such as in-lane bus stops for transit reliability. Based on the street's average daily traffic, the BMP recommends that at a minimum the current bicycle lane be upgraded to a buffered bicycle lane (page 38). SDOT proposes adding plastic posts in the buffer for additional safety. The project also includes a "catalyst project" (page 40). These projects reduce critical barriers to bicycling and range from complicated intersections to new off-street connections. For this project, the intersection safety improvement at the north end of University Bridge to minimize conflicts associated with multiple turning patterns by different modes is the catalyst project (BMP Appendix, page 331).

Finally, we prioritize projects. The southern portion of the project is included in the five year BMP implementation plan. The project list evolves as some projects are accelerated or decelerated based on changing conditions or opportunities. The repaving of Roosevelt Way NE provided us with an opportunity to accelerate implementation of a protected bike lane on Roosevelt (page 2).

Q. Why was the west side of the street selected?

A. SDOT looked at both sides of the street and determined consistency with the existing bike lane connection worked well, particularly the ease of connecting people to the University Bridge.

Q. How many on-street parking spaces will be removed?

A. SDOT has collected data on how many on-street parking spaces and load zones are currently available on the west side of Roosevelt. We also collected data to understand how much of it is being used.

West Side North of NE 45th Street

Curbside Use	**Volume**
On-street parking spaces	95
Loading zones	8
Average occupancy of existing on-street parking spaces	75%

West Side South of NE 45th Street

Curbside Use	**Volume**
On-street parking spaces	27
Loading zones	5
Average occupancy of existing on-street parking spaces	33%

Also, about a dozen on-street parking spaces between NE 65th and NE 45th streets will be removed on the east side of the street for pedestrian safety improvements being done as part of the paving project.

Q. How will the removal of on-street parking spaces and load zones be managed?

A. There are two approaches to managing the public parking. The first is supply—providing on-street spaces; and the second is managing the demand. To better understand potential impacts of reducing the number of on-street parking spaces along Roosevelt Way NE, SDOT is conducting a parking utilization study. We will use this data and work with corridor stakeholders to propose changes that accommodate loading needs, ensure customer and visitor access, as well as resident parking.

Tools may include: additional time limits; paid parking near businesses; new load zones on side streets, or on the east side of Roosevelt; and potential expansions of existing restricted (residential) parking zones. Changes would be shared with the community in advance and likely be installed in 2016 with the completion of the Roosevelt Paving and Safety Improvement Project.

Q. What is the cost of the project?

Project Component	**Cost Estimate**
Paving, drainage, wheelchair ramps, etc.	$6.7M
Transit improvements	$850K

Pedestrian improvements	$720K
Bike improvements	$590K
Bridge repairs	$200K
Total	**$9.1M**

Q. What is the construction schedule for the Roosevelt PBL?

Task	**Date**
PBL outreach north of NE 45th Street	Begin January 2015
PBL construction south of NE 45th Street	Begin January 2015
Paving Project construction starts	Fall 2015—Spring 2016

Q. What is the benefit of installing the PBL with the paving project?

A. The City is leveraging a 2015 paving project to make bicycling safer and more comfortable along Roosevelt Way NE. Doing so minimizes construction disruptions and helps meet our goal of providing people with more travel options. $1.5 million of the project is funded through a federal highway grant that must be obligated by June 1, 2015. This means that outreach must be thorough and occur within a short timeframe.

Q. What has changed since the November 17 open house?

A. At the November 17, 2014 open house we were focused on installing a protected bike lane south of NE 45th Street. There is an immediate safety need in this location, because there have been 21 collisions involving people who bike between October 2010 and October 2014. Seattle has a goal of zero traffic fatalities and serious traffic injuries by 2030. Implementing protected bike lanes is one of the tools in Seattle's Road Safety Action Plan to help reach these goals.

At the open house, staff shared that there were a few project components we hoped to add should funding become available. These included in-lane transit stops for better bus reliability and sidewalk repairs. Since the open house, some funding for these improvements has been identified. This triggered another evaluation of how well we were meeting our Complete Streets Ordinance and transportation modal plan recommendations. Shifting the transit stops in-lane provided us with an opportunity to add the PBL recommended in the Bike Master Plan. There have been nine collisions involving bikes to the north of NE 45th Street between October 2010 and October 2014, so the PBL would be a safety improvement and create better connections to Seattle's citywide bike network and multi-modal system. Three connections in particular stand out. One at NE 47th Street, which connects people to the University Neighborhood Greenway; one at Ravenna Boulevard where SDOT is converting the buffered bike lane to a protected bike lane this year; and one at NE 65th Street creating a connection to the new Link Light Rail Station under construction and scheduled to be operating in 2021.

At the open house, we also shared expected pedestrian improvements such as curb bulbs. Where the protected bike lane is being installed, the design team will determine how curb bulbs might function with the protected bike lane.

Now we are engaging stakeholders along north of NE 45th Street in January to understand their access needs and determine how to meet those needs with addition of a new facility.

Q. The Roosevelt PBL is not on the three to five year Bike Master Plan implementation plan that is on your web site – why are you constructing it now?

A. The project is included in the 20 year plan. The implementation plan was developed using five themes: safety, connectivity, equity, ridership and livability. The plan acknowledges that the current five year project list will evolve as some projects are accelerated or decelerated based on changing conditions or opportunities. In the case of Roosevelt, the paving project provides us with an opportunity to make the improvements without requiring additional PBL construction impacts in the next few years.

Q. Do you expect more people to bike on Roosevelt when the PBL is added?

A. Besides increased safety, one of the reasons we install PBL is to attract more riders. We are seeing early successes on the Broadway and Second Avenue PBL.

Broadway – Broadway did not have a formal bike facility prior. When the first small portion opened in January average weekday use was 270 bicycles. When the full length opened in May the average grew to 464 and by June went up to 562.

Second Avenue – Second Avenue originally had a one-way bike lane. It now has a two-way PBL. In order to compare apples to apples, we looked at what southbound volumes were before the PBL was installed and after. We used bike crossings on the Fremont Bridge as our benchmark for comparison. In August, southbound traffic on Second Avenue was 7 percent of Fremont Bridge volumes, in October the amount more than doubled reaching 17 percent of Fremont Bridge volumes.

Q. Why can't people riding bikes just use the new University Neighborhood Greenway on 12th Avenue NE?

A. Direct access to the University Bridge makes Roosevelt Way NE desirable for all travelers, including people on bikes. Additionally, there are restaurants and a grocery store among other destinations along Roosevelt Way NE making it a destination for many individuals. With the density of the University District and the recent installation of Pronto! Cycle Share stations, many trips can be done by bike even if you don't own one. The University Neighborhood Greenway is also a great route for people who are not comfortable riding on busy streets.

Q. Have you promoted the University Neighborhood Greenway and encouraged people riding bikes to use it?

A. SDOT's goal is to evaluate and encourage more biking and walking on neighborhood greenways about one year after they have been installed. The encouragement campaign for the University greenway is currently scheduled for Spring/Summer 2015.

Q. Why isn't the west lane on Roosevelt next to the protected bike lane being used for off-peak parking?

A. The Seattle Transit Master Plan (Chapter 3) identifies the Roosevelt-University-South Lake Union-Downtown via Eastlake Corridor as part of the Frequent Transit Network. Corridors in this network connect the city's Urban Villages and Centers with high-quality transit service within a short walk for most residents. Maintaining the west lane along Roosevelt is critical to supporting transit speed and reliability and therefore, off-peak on-street parking is not being considered.

Q. Why not wait until the High Capacity Transit study is completed to determine how to integrate buses and bicycles on Roosevelt and 11th Ave?

A. SDOT and King County Metro are currently evaluating this corridor for High Capacity Transit. The study launched December 2014 and is expected to be complete in 2016. The study considers a much larger area from Downtown to Roosevelt and may extend to Northgate. The planned bike improvements will not preclude transit enhancements. In fact, the addition of in-lane bus stops helps with transit speeds and reliability. Should Bus Rapid Transit be selected as the preferred mode, it will likely use existing infrastructure. Should the decision be made to add a rapid streetcar line to Roosevelt, it would most likely not be built for a decade. Therefore, our plans to make transit improvements with the paving project would not be delayed.

Q. How would pedestrians cross the protected bike lane?

A. Similar to today, pedestrians will cross the street at intersections. At these locations, they can wait at the curb and move across the street when they are in no danger of people riding bikes, or driving. . If the individual feels comfortable doing so, they can look for people biking, cross the protected bike lane and wait in the four foot buffer between moving vehicles and bikes. This in effect is a two-stage crossing, therefore reducing the crossing distance in front of cars. If there is a signal at the intersection, everyone follows the signals.

Q. Will a PBL be installed on 11th Avenue NE for the northbound direction?

A. There are no plans for implementing a PBL on 11th Ave NE. Currently there is an in-street bicycle lane, which we realize does not meet our goal of an all ages and abilities facility. A PBL is identified in the 20 year Bicycle Master Plan, but it is not on the five year implementation plan and 11th Avenue NE is not on the five year paving plan.